GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

Contents for Week of February 24, 1936. Vol. XV. No. 1.

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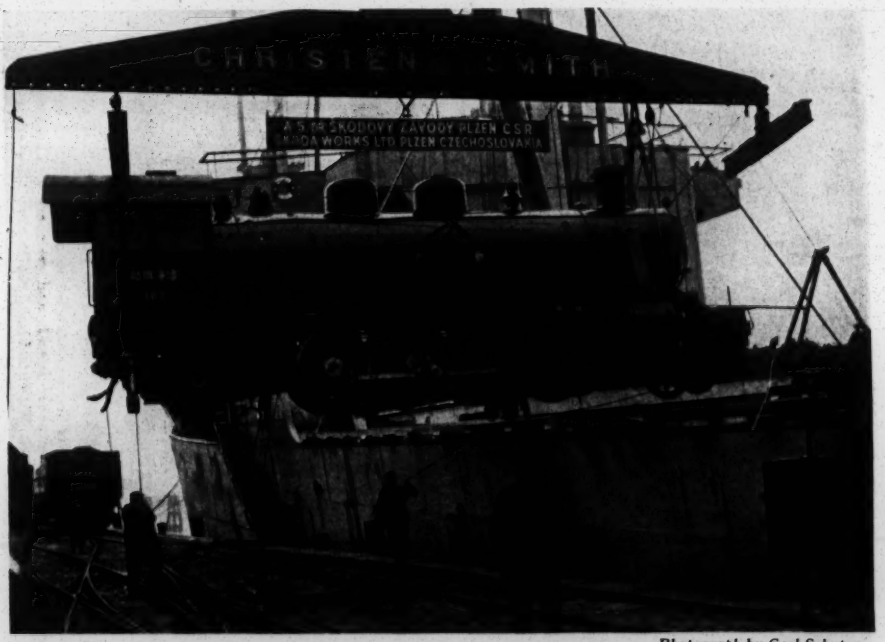

Photograph by Carl Schutze

A TRAIN RIDES IN THE FREE PORT OF HAMBURG

This engine, traveling by rail and water both, is a pleasant international incident. Its arrival in Hamburg, storage, and trans-shipment are all free from customs. Made in Czechoslovakia, as the suspended sign indicates, it is being hoisted to a boat bound for the Orient and is already labeled with Japanese characters above the number on the cab (see Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of Mach 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 3, 1922.

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New York's New Free Port—and Some Others

NEW YORK CITY can claim that its harbor is equipped with all modern conveniences, for it soon is to have a foreign trade zone, the first in the United States. Four piers, and a 78-acre tract surrounding them, will be fenced off from the rest of Staten Island as a special customs-free vestibule, to be known as "the free port."

In this commercial waiting room shippers may unload their cargoes for storage, re-packing, or re-shipment. Then they may gather up their burdens and depart, or "climb" the tariff wall to the United States. Whichever they do, their course is simplified by freedom from customs inspection, which is so complicated that even experienced importers must depend upon the guidance of customs experts to thumb through the 700-page volume of regulations.

This small patch of shipping freedom in the land of the free is located at Stapleton, in New York City's Borough of Richmond. The piers are four of a score which extend into the Narrows, between Upper Bay and that broad expanse of water where the Atlantic pours into Lower New York and Gravesend Bays (see illustration, next page). About 1,000 feet long, with over 200,000 square feet of floor space each, these double-decked steel piers are expected to be a valuable addition to the country's busiest harbor.

New York Handles a Fifth of Our Foreign Trade

New York's 150 miles of docks handle 20 per cent of the foreign commerce of the entire United States. This represents a decline from 30 years ago, when New York handled half, but it still has about three times as much as any other single port in the country. New York is headquarters for about 100 regular oceanic steamship lines. In addition, scores of "tramps"—vessels taking a cargo when and where it is offered, and to any port—will find their work easier and cheaper, and odd-lot cargoes will be speeded.

Behind the piers lies Stapleton, which, though mainly residential, has a nautical flavor. The main street is named for the Bay, and others are called Dock, Canal, Water, Sand, Wave, Baltic, Beach, and Prospect Streets. A few miles south is the site of Oude Dorp, thought to be the earliest settlement of Europeans in this southernmost borough of New York City. It was they who named the island Staten after the *statten*, or States, of their native Netherlands.

Cozy homes of *mynheers*, dear to the heart and readers of Washington Irving, have been replaced by brick rows, housing suburbanites who hurry on the St. George ferry to the office honeycombs of lower Manhattan Island.

Near U. S. Marine Hospital

A ship bound for the new free port will swing into the main water portal of the United States from the Atlantic between Rockaway and Sandy Hook. Guided by the Fort Wadsworth Light, it will reach the Narrows, and, after a stop at quarantine, pass the big stone building of the U. S. Marine Hospital. This indicates the beginning of the foreign trade zone, barricaded from other shipping areas by a high fence and heavily policed. Nearby piers, nearly as thick on Staten Island as the teeth of a comb, are busy with activities of the Coast Guard, the Fire Department, the government Light House Depot, and various railroad and shipping companies.

An early American ancestor of New York's free port was neighboring Perth Amboy, New Jersey, where canny Scottish settlers in colonial days encouraged their compatriots and others to dock for a bit of bargaining before running the customs gantlet.

The principle of the free port, however, is far older than that. It probably began when Antwerp, in the 15th Century, snatched trade supremacy from nearby Bruges by dispensing with almost all importing restrictions. Even a century ago Europe's tariff dilemma was evident from the fact that eight customs stations were encountered in the 150 miles between Milan and Florence, Italy. To escape such conditions, Italy now has several free ports, among them Genoa, Livorno, Venice, and Naples.

Free ports in Fiume and Trieste are busy with trans-shipments for portless Central European nations, while Grecian Thessalonike, with separate zones for Greece and Yugoslavia, and Romania's Danubian port of Sulina also serve the interior. Spain's free ports are Almeria, Barcelona, Bilbao, Cadiz, Santander, and Vigo.

Gdynia, on the Baltic Sea, recently established a foreign trade zone as Poland's rival to the Free City of Danzig, which for a thousand years has been a port and for 40 years a free one. Denmark's Copenhagen bids for trade against Sweden's commercial triplets, Göteborg, Malmo, and Stockholm.

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STONES FROM MANY LANDS DECORATE THE LOBBY OF THE NATIONAL GEOGRAPHIC SOCIETY'S HOME

The brown star framing The Society's bronze seal is Siena marble set in a gray floor of Roman travertine. Pillars from Spain, walls from Italy, and black base from Belgium are all of marble. Visiting teachers and other friends and members of The Society are greeted here and invited to see the enlarged photographs and relics of expeditions in Explorers' Hall beyond. Mr. G. W. Hutchison, the Society's Secretary (right), is shown pointing out the seal to visitors (see Bulletin No. 4).

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Spores Survive Rarefied Stratosphere Air

TINY spores of plant diseases spread by winds can survive a trip of nearly 13¾ miles into the stratosphere where a man, exposed to the same conditions, would die in a very short time.

This is the first scientific conclusion from the National Geographic Society-Army Air Corps Stratosphere Flight, based on a report by Mr. Fred C. Meier, of the U. S. Department of Agriculture, who was in charge of the spore experiment.

The results are expected to add to knowledge of the heights at which wind-borne spores of plant diseases, and other spore types friendly to man, can travel on air currents hundreds of miles, and to aid scientists in fighting air-borne plant diseases by spraying and development of disease-resistant types of crops.

Spores Too Small To Be Seen by Naked Eye

Millions of spores far too small to be seen by the naked eye, representing seven types of fungi, some of which cause plant diseases, were sent aloft on the flight of the balloon *Explorer II,* on November 11, 1935. Placed in tiny quartz tubes, they were hung outside of the metal gondola, where they would be fully exposed to the conditions in the stratosphere, and constantly in sunlight.

The tubes containing the spores were exposed to cold lower than 65 degrees below zero Fahrenheit, as well as to extremely low atmospheric pressure which would kill a man. The spores were also subjected to ultra-violet light rays from the sun which do not penetrate to the earth's surface and are capable of killing some lower forms of life, to ozone, and to extreme dryness.

Despite all this, five of the seven types germinated and grew normally when brought back to the laboratory, showing that apparently they were not injured by the ordeal. The sixth type germinated only to a limited extent, and results of tests on the seventh type have not yet been announced.

For better understanding of the travels of spores in currents of the upper air, scientists are anxious to know how high they can go and still live. At different heights above earth, prevailing air currents move in various directions, and some of these at lower levels already are known to spread spores and bacteria hundreds of miles across land and sea.

The altitude of 72,395 feet reached by *Explorer II* is the greatest to which spores have been sent thus far. Mr. Meier sent other spores into the stratosphere with last year's National Geographic-Army Air Corps balloon, *Explorer I,* to a height of 60,613 feet, and with the balloon of Lieutenant Commander T. G. W. Settle and Major Chester Fordney to 61,237 feet. In both cases the spores survived the journey.

Plan To Duplicate Stratosphere Conditions

Some of the spores sent on this year's flight were direct descendants of previous spore "generations" which were sent up on the flights of *Explorer I* and the Settle-Fordney balloon, and these in turn had descended from spores collected from the air during an airplane and dirigible flights by Mr. Meier over the United States. On such flights, over a period of years, he has found spores in the air up to a height of four miles.

Mr. Meier emphasizes that while the spores germinated readily after their return from the flight, this, of course, does not indicate whether they would have survived a longer sojourn in the stratosphere. He is planning to expose spores to

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Switzerland, although landlocked, has ports of its own and even some free ones—Basle on the Rhine River and Lausanne on Lake Geneva.

While New York has the first free port in the United States, it is not the first in the western hemisphere. In Mexico are Tijuana and Ensenada; in Cuba, Matanzas; in Venezuela, Tucacas.

Germany has the prize collection of free ports, as far as volume of business goes. To Stettin, Cuxhaven, Emden, Flensburg are added Bremen and its companion Bremerhaven. Most prominent of all, however, and accepted the world over as the typical example of a free port, is Hamburg. It's an ill trade wind that blows no cargo to this inland, sheltered harbor, 65 miles up the Elbe from the North Sea. Here crews of all nationalities unload cargo, store it, re-pack it, even subject it to some manufacturing processes, re-load it, and start off elsewhere with it, all without paying a cent of customs duties, except on what is sent actually into Germany.

A different arrangement prevails in free trade ports, where trade has practically no restrictions, regardless of destination or origin, whether foreign or domestic. Such a procedure is popular in the ports of colonies which ship raw materials to an industrial mother country, such as England, France, Spain, and the Netherlands.

Note: New York City's busy harbor and some other free ports of the world are described in "New York—An Empire Within a Republic," *National Geographic Magazine*, November, 1933; "Hamburg Speaks with Steam Sirens," June, 1933; "New Jersey Now!" May, 1933; "Poland of the Present," March, 1933; "This Giant That Is New York," November, 1930; and "Genoa, Where Columbus Learned to Love the Sea," September, 1928.

Bulletin No. 1, February 24, 1936.

Form for Renewal of Bulletin Requests

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National Geographic Society,
Washington, D. C.

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Official Photograph U. S. Army Air Corps

THE PORT OF NEW YORK'S FINGERS CLASP THE EAST'S BEST HARBOR

The main land "fingers," reading in a curve from lower left to upper right, are Staten Island, New Jersey, Manhattan, and Long Island with little Coney Island sticking out between the Atlantic and Lower Harbor like a thumb. Staten Island, lower left-hand corner, will have New York's free port, or foreign trade zone.

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Hobart, the Pulse of Tasmania

HOBART, capital and leading port of Tasmania, is now a port for air as well as water transportation. Daily air mail planes hop off for Sydney, Australia, and fly in a few hours the distance which sailing ships, in Tasmania's early days, took two weeks to cover (see map, following Bulletin No. 5).

Hobart, which hugs the shore of the Derwent River on the southern coast of heart-shaped Tasmania, reflects the progressive spirit of the big island.

The traveler, viewing the city either from the harbor or the lofty hills at its backdoor, finds it difficult to picture the city's site as an uninhabited river bank just 132 years ago (see illustration, next page). Its latest census recorded nearly 60,000 inhabitants; its streets, which have taken the places of the trails of hostile aboriginals, are wide, straight, and clean; its residential sections compare favorably with those of larger American cities; its business districts are abustle with shoppers who can purchase the most modern merchandise from Europe and America; and its traffic problems are growing with its population and trade.

Street Cars Are Double-Decked

Perhaps the queerest sights to the American traveler are its double-decked street cars, like those of London, their exteriors placarded with gay advertising posters.

In its hustle and bustle, however, Hobart has not forsaken the art of happy living. A drive through the city reveals that the Tasmanian capital is a city of homes and numerous parks and squares. Queen's Domain, the largest park, spreads over an area of 700 acres. The Tasmanian University has been growing since its foundation in 1893, and the Hobart Museum exhibits have kept pace with the city's cultural development.

The museum is particularly interesting to students of ethnology (races), for there lie the remains of the last of the Tasmanian aboriginals who fought to hold their soil as the American Indian fought to save his hunting grounds in western United States.

The early settlers, including some convicts who were sent to Tasmania from British cities, were harassed by the aboriginals until 1830, when the "foreigners" banded together, rounded up all the natives they could find, and exiled them to an island, where disease, violence, and slave traders wiped out the race.

Aboriginals Have Vanished

At the end of fifteen years' exile, there were only four aboriginals left. The last survivor was a woman, who died in 1876. Her skeleton is one of the outstanding exhibits of the museum.

Hobart's pride has been in its waterfront almost continuously since an Englishman chose this site for a settlement in 1804. Before a dredge ever touched the harbor bottom, large ships could safely anchor "a cable length from the shore in nine fathoms of water."

Whalers, who found the town a good base for their industry, initiated Hobart into big business. In 1850, the city's business men were outfitting more than two score whaling vessels and 1,000 men.

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conditions that duplicate those of the stratosphere in a special chamber, where they can be left as long as desired as a check on the stratosphere results.

On the stratosphere flight of *Explorer II* the spores were carried in quartz tubes one inch long and ⅛ of an inch in diameter. These permitted powerful ultra-violet rays of the sun to penetrate to the spores. The ends of the tubes were plugged with cellulose yarn which closed in the spores but permitted passage of air and change of atmospheric pressure within the tubes.

The types of spores sent on the stratosphere flight included common bread mold, a type of strawberry rot, black mold which attacks various plants, oat smut, and stripe rust of grains. All were carefully sealed when they left the laboratory and none escaped to spread diseases.

The quartz tubes in which the spores were carried were specially prepared by L. B. Clark, of the Smithsonian Institution. Dr. W. G. Brombacher, of the National Bureau of Standards, mounted the spore tubes on the gondola, returned them to Washington, and is assisting in further laboratory study.

Note: See also "Man's Farthest Aloft," *National Geographic Magazine*, January, 1936; and "Exploring the Stratosphere," October, 1934.

See also in the GEOGRAPHIC NEWS BULLETINS: "Stratosphere Flight Yields Valuable Data," week of October 1, 1934.

Photograph from U. S. Department of Agriculture

STUDYING TINY SPORES WITH A MICROSCOPE

After the 1934 flight a thriving culture of barberry spores, carried into the stratosphere with the *Explorer I*, was examined at the U. S. Department of Agriculture in Washington, D. C. Similar studies were made this year with spores carried in *Explorer II*. The findings are expected to be of assistance to scientists fighting the spread of plant diseases. Seated at the microscope is Captain Albert W. Stevens, who took part in both flights.

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Architects Scour the World for Building Stone

SHAKESPEARE had no monopoly on the idea that there are "sermons in stones." The Treasury Department, having to supervise the construction of new public buildings, needs at least a book of such "sermons" for the guidance of architects in selecting building materials. As a result, it now has a whole reference library of stones, a gallery displaying samples of all main types of building stone to be found in the United States.

From the display, housed in the Procurement Division of the Treasury Department, it is evident that marble, valued by architects from earliest times, is still esteemed as one of the most ornamental of building stones.

White drums of marble from Mt. Pentelicus reared the graceful temples on the Acropolis of Athens. Domed Byzantine structures and Roman buildings were floored with mosaics of vari-colored marbles, veined and mottled. Visitors to the Pantheon may tread on a marble floor polished by pacings of august Romans more than 1,800 years ago.

Sculptors Demand Carrara Marble

Not only has marble been popular as a building stone, but it is the favorite among sculptors. From it Phidias, Praxiteles, Canova, and many other artists carved their masterpieces.

Carrara, in northwestern Italy, which supplied Michelangelo with marble for his famous statue of David, still supplies modern sculptors with some of their finest working material. In Carrara, a city of quarrymen and marble-cutting factories, even the humblest homes have white marble lintels and steps.

The most beautiful foreign marbles come from Italy, the French Pyrenees, and Belgium. In the United States, marbles underlie most of the eastern mountains from Vermont to Georgia, and part of the Rocky Mountains. Vermont supplies nearly 60 per cent of the amount quarried in this country. The white marble block over the Tomb of the Unknown Soldier, in Arlington National Cemetery, Virginia came from Colorado.

Marble is merely an altered form of limestone, transformed by heat and strong pressure. Limestone is much softer than marble. Because it can be easily carved, and yet is durable, designers of elaborately sculptured cathedrals make extensive use of it. Fifty thousand tons of limestone went into the building of St. Paul's Cathedral, England.

Limestone—Pink, Red, Yellow, Green and Blue

Limestone is found in many colors, ranging from pink and red through yellow to green and blue. From quarries in Indiana and Kentucky comes one variety well known in the United States, but vast supplies exist in most of the other States and quarries are being developed constantly. Ohio, Indiana, Texas, and Minnesota lead in limestone quarrying in the United States. Limestone forms the superstructure of the new National Archives Building and nearly all of the completed parts of the Washington Cathedral in the Nation's Capital.

Granite—igneous rock that has cooled—is a building stone valued for its hardness, strength, and durability (see illustration, next page). It is not only used in bridgebuilding and other large engineering projects, but is carved into delicate columns. Most of the light gray or dark blue-gray granite used in the United States comes from Maine and Massachusetts. The red granite seen in

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When the whaling industry declined during the latter part of the last century, far-sighted Hobart business men turned to the forests for commercial life, and logs began to come to the port in an almost endless stream from the forests—largely of eucalyptus (blue gum)—of the Derwent and Huon River valleys. Sawmills in the city prepared the timber, which became widely known for its resistance to weather and certain worms.

One of Leading Jam-Making Cities

Meanwhile fruit growing developed in the two river valleys along with sheep raising. Hobart became the leading market and the outlet for Tasmanian fruit, wool, and hides as well as timber.

The city's industries, aided by cheap electric power generated at Great Lake, 60 miles inland, grew with Hobart's trade expansion. Fruit not exported or sold in Tasmania was processed and canned in the local factories. Hobart became one of the world's leading jam-making cities. Iron foundries, weaving, sawmills, grinding mills, and pulp plants also rose to employ the portion of Hobart's population which was not busy in the government offices of the island.

Note: See also "Capital Cities of Australia," *National Geographic Magazine*, December, 1935; "Tuatara, a 'Living Fossil' of New Zealand," May, 1935; "The Cape Horn Grain-Ship Race," January, 1933; "Geography and Some Explorers," March, 1924; "Sailing the Seven Seas in the Interest of Science," December, 1922; and "Lonely Australia: The Unique Continent," December, 1916.

"New Zealand 'Down Under'" is described in the February, 1936, issue.

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HOBART'S WATER FRONT HAS A MOUNTAIN BACKDROP

An average of about two ships a day clear the sheltered harbor of Tasmania's capital, carrying products and news to the island territories of Tasmania, to Australia, of which it is a state, and to the smaller island of which the latter is a dominion—England. Hobart's sea-and-mountain setting makes it a popular summer resort for mainland Australians.

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Falkland Islands, Great Britain's "Postage Stamp" Colony

THE Falkland Islands are in the news, and, incidentally, in the mails again. Three years ago Great Britain issued Falkland Island centennial stamps to celebrate a century of British occupation.

Now Argentina has "stamped" its claim on them by an issue, for foreign postage only, showing the disputed islands as Argentine territory. Argentina has never relinquished her claim to these South Atlantic bits of land, and still uses the old Spanish name, *Islas Malvinas,* on her maps.

These rocky, treeless islands have been a source of international contention ever since they were discovered by John Davis in 1592.

Cold Rains On Two Days of Every Three

Lying 480 miles north and east of Cape Horn, they were separated from Buenos Aires and civilization by 1,000 miles of perpetually stormy seas (see map, next page). Gales from the "roaring forties" sweep across their barren moors, and on at least two days out of three, cold rains add to the discomforts of life for the few inhabitants.

Despite these handicaps, the Falklands have enjoyed surprising popularity. The many names they have borne attest their historical and political importance. Sir Henry Hawkins, sighting them in 1594, referred to them rather romantically as "Hawkins' Maidenland." Four years later Sebald Van Weerdt, who visited the outlying islands, christened the group *Sebaldines,* a term still used on some Netherlands maps.

The present name was given to them by Captain Strong, who sailed through Falkland Sound in 1690 and named it in honor of Lord Falkland, then Treasurer of the British Navy.

The first settlement was made by de Bougainville, who in 1764 took possession of the *Isles Malouines* in the name of France. A group of adventurous Acadians was transported from Nova Scotia, and a colony established at Port Louis, East Falkland.

Scene of World War Naval Battle

Three years later the islands were ceded to Spain, becoming *Islas Malvinas* while Port Louis was changed to Soledad. Meanwhile, English settlers landed at Port Egmont, and after serious threat of war, Spain finally yielded the territory to Great Britain.

Argentina's claim dates from 1829, when Soledad was occupied by Vernet in the name of the Republic of Buenos Aires. Although Great Britain had left the islands temporarily deserted, she had no intention of giving up her right, and in 1833 regained permanent control.

During the first months of the World War, Germany realized the strategic location of the Falklands for a naval base. In December, 1914, Admiral Von Spee was dispatched with a squadron of five cruisers to take Port Stanley, the capital. Admiral Sturdee, arriving just in time, scored a decisive victory for the British in the dramatic Battle of the Falklands. The islands were saved for Great Britain, and this naval battle marked the beginning of the collapse of German cruiser warfare.

This smallest and most southerly of British crown colonies is only slightly

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columns in public buildings, and in ornamental grave stones, comes chiefly from Europe.

New York City's famous "brownstone fronts" are made of sandstone, a popular building stone composed of grains of dark sand held together by a cementing material. Although the red variety is probably more familiar, sandstone is found in buff, light gray, and other colors, widely distributed in the United States. It not only enters into the construction of houses, but is split up into flagstones or paving blocks, and is fashioned into millstones and grindstones. Ohio has recently been producing the greatest quantity of sandstone in the country.

Slate is a hardened clay, ranging in color from purple to gray and green. Its chief sources are eastern United States, France, and England. Since it splits readily into sheets, it is widely used for roofing and flagging, floor tiles, mantels, and steps, as well as for things diverse as acid towers and wash tubs.

The new air-conditioned home of the National Geographic Society, in Washington, D. C., contains stones from many different States and foreign countries. Its front steps are of pink and gray North Carolina granite. Limestone blocks and columns of the façade came from Bedford, Indiana, and green marble spandrels from the French Alps.

In the foyer gleam reddish-brown pillars and pilasters of polished Rojo Alicante marble from Spain (see illustration, page 2). Walls are of lustrous Italian Boticino marble, a rich cream color, above a base of Belgian black marble. Brown Siena and gray Roman travertine form a large eight-pointed star in the floor.

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A PARING KNIFE FOR SLICING STONE

In St. Cloud, Minnesota, the great saws which slice granite blocks must be cooled with water. Because it is so hard, the cost of cutting and polishing granite once prohibited its use except in a rough state. But now that less expensive methods have been discovered, like the one illustrated, it is one of the most popular building stones.

Note: Additional photographs and references to building stone and quarries both ancient and modern can be found in the following: "Hunting Castles in Italy," *National Geographic Magazine*, September, 1935; "Wonders of the New Washington," April, 1934; "Minnesota, Mother of Lakes and Rivers," March, 1935; "Ohio, The Gateway State," May, 1932; "Smoke Over Alabama," December, 1931; "New Hampshire, The Granite State," September, 1931; "The Pageant of Jerusalem," December, 1927; "An Altitudinal Journey Through Portugal," January, 1927; "Sicily: Island of Vivid Beauty and Crumbling Glory," October, 1927; "The Green Mountain State (Vermont)," March, 1927; "Marching Through Georgia," September, 1926; "Zigzagging Across Sicily," September, 1924; "A Short Visit to Wales," December, 1923; "The Coasts of Corsica," September, 1923; "The Island of Sardinia, and Its People," January, 1923; "The Geography of Our Foreign Trade" and "The Islands of Bermuda," January, 1922.

larger than the State of Connecticut. The 1,500 inhabitants of Port Stanley, the only town, form half the total population. There are no roads outside the town, and no railroads; only rough trails cross the rocky hills and peat bogs. The climate and soil make farming impossible.

Sheep Raising Only Industry

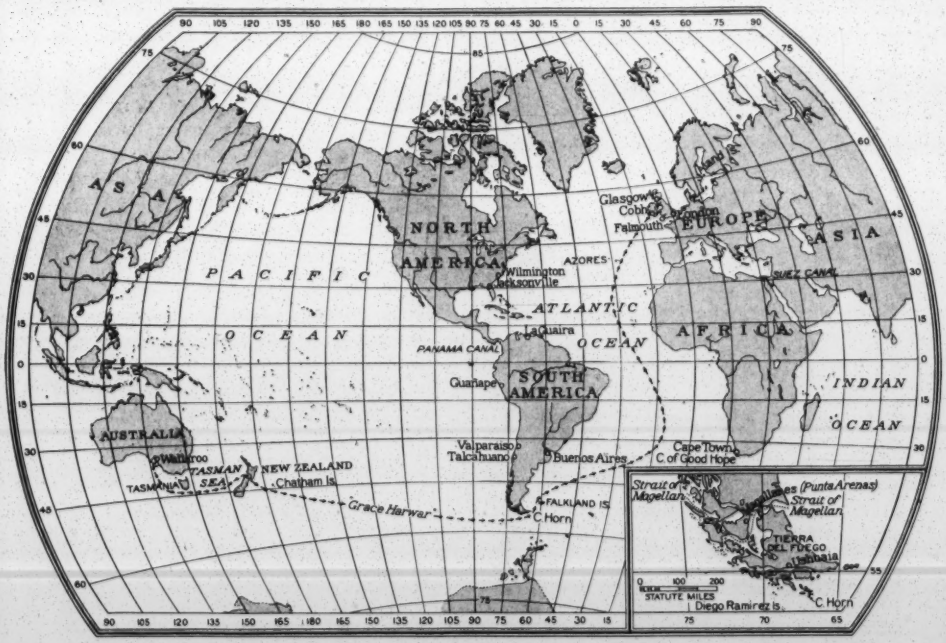
Sheep raising has become the single industry of the islanders. Sheep were first introduced in 1847, and now there are more than 200 sheep for every inhabitant. Large exports of mutton, hides, and sheepskins balance the necessarily heavy imports of coal and foodstuffs.

The secure, land-locked harbor and southerly position of Port Stanley early made it important as a base station for Antarctic whalers. In more recent years South Georgia has usurped first place in this industry, but the whaling season still brings commerce and employment to the Falklands.

With so many apparent handicaps these islands are surprisingly prosperous and self-sufficient. The annual volume of trade in proportion to the population reaches the record figure of $4,500 per capita. No one is "broke" in a country where the average bank balance is well over $600; and depression is only a vague term heard occasionally when the monthly mail steamer brings news of the outside world.

Note: Brief references to the Falkland Islands can be found in the following: "The Cape Horn Grain-Ship Race," *National Geographic Magazine*, January, 1933; "Rounding the Horn in a Windjammer," February, 1931; and "The Society's New Map of South America," October, 1921.

Bulletin No. 5, February 24, 1936.



Drawn by A. H. Bumstead

THE LINE SHOWS THE ROUTE OF GRAIN-SHIPS PASSING THE "POSTAGE STAMP" ISLANDS

The Falkland Islands, northeast of Cape Horn at South America's tip, seem about postage stamp size on a map of the world. The route marked is that of the Finnish windjammer, *Grace Harwar*, whose 138-day voyage in 1929 was typical of those of pre-Panama Canal days, when square-rigged sailing ships from Australia sailed around the Horn and the Falkland Islands en route to Europe's ports. Note the relative size and position of another British island, Tasmania (see Bulletin No. 3).